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# Hongkong Daily Press.

ESTABLISHED 1857.

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No. 14,323 號叁拾貳百叁千肆萬壹第 日初月正年十叁緒光 HONGKONG, TUESDAY, FEBRUARY 23RD. 1904. 式拜禮 號叁拾貳式式年肆零百九仟壹英港香 PRICE, \$3 PER MONTH

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7.30 a.m. to 8.00 a.m.	Every 10 minutes.
8.00 a.m. to 8.30 a.m.	Every 15 minutes.
8.30 a.m. to 9.00 a.m.	Every 10 minutes.
9.00 a.m. to 11.00 a.m.	Every 15 minutes.
11.00 a.m. to 12.45 p.m.	Every 15 minutes.
12.45 p.m. to 1.15 p.m.	Every 10 minutes.
1.15 p.m. to 1.45 p.m.	Every 15 minutes.
1.45 p.m. to 2.15 p.m.	Every 10 minutes.
2.15 p.m. to 3.00 p.m.	Every 15 minutes.
3.00 p.m. to 5.00 p.m.	Every 15 minutes.
5.00 p.m. to 7.00 p.m.	Every 10 minutes.
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GOOD Accommodation.  
Excellent Cuisine.  
Every Convenience for Tourists.  
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MODERATE CHARGES! NO EXTRAS!  
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Admirably Situated. Sheltered from the  
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Hot and Cold Water throughout.  
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Special Rates for Tourists.  
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TO THE WEARIED.

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And there is no more comfortable Hotel in the  
Far East than the  
**MACAO HOTEL.**

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Proprietor.

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THE HONGKONG DISPENSARY.

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Our communications relating to the news columns should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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Lieber's

P.O. Box, 33, Telephone No. 12

## BIRTHS.

On the 14th February, at 35, Marikham Road, Shanghai, the wife of G. C. DEW, of a daughter.

On the 15th February, at 38, Edward Road, Shanghai, the wife of CHAS. G. HARTON, of a daughter.

## MARRIAGE.

On the 14th January, at St. Leonard's Parish Church, Streatham, by the Rev. W. H. Tasker, HARRY ERNEST SHADDETT, of Shanghai, China, to HEATHCOTE, daughter of the late HENRY HENRY, of Cheltenham.

## DEATH.

On the 7th February, at S. Helen's, 20A Syed Alley Road, Newton, Singapore, LAURA HELEN, the wife of Dr. J. M. HANDY.

The Daily Press.

HONGKONG OFFICE: 14, DEVEREUX ROAD, C.I.

LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 23RD FEBRUARY, 1904

The questions as to neutrality and the rights and duties of neutrals which have arisen during the present brief duration of war between Japan and Russia are very numerous; in fact, more numerous by far than in the corresponding period of any other war in history. A few of the cases are especially noteworthy. China has proclaimed neutrality, for one, yet there is no chance of the neutrality of Manchuria being respected. Already the Russians are treating Newchwang as if it were on the same footing as Port Arthur. Thus, though Russia has not yet claimed the whole of Manchuria, it is certain that the entire province will be tacitly accounted by both combatants and by the watching Powers as a legitimate battle-ground. Korea again has proclaimed neutrality. But the Japanese at Chemulpo on the 9th instant refused to recognise this neutrality, and ordered the *Varyag* and *Korietz* out of the harbour, in spite, it seems, of the protests of the British, French, and Italian (but not of the United States) commanders in the port. Japan has since occupied Chemulpo and Seoul in great force. Korea, like Manchuria, will evidently be recognised as part of the theatre of war. This is definitely stated, indeed, in a Berlin telegram of the 16th

instant. Then, again, we get the question of the *Mandjour*, which has been lying at Shanghai since the outbreak of war. Last week the Chinese Government ordered her away, in correct pursuance of the rules of neutrality. But the commander refused to obey, and the Chinese had no means of obliging him to do so. Two rumours are current, one that the Japanese are about to send a cruiser or two up the river after the *Mandjour*—which is most unlikely—and the other that she has been sold to a third Power—which looks like a breach of neutrality. Another most important case, or rather series of cases, arising since war broke out is that no less than four British steamers and one German have been fired upon by the Russians at Port Arthur. The most flagrant case was that of the *Fuying*, fully described in another column. It is not possible to believe that nothing more will be heard of these cases. More wanton and unnecessary attacks on harmless and unprotected steamers have never been made.

Still more interest attaches to the broader question in what way the various Powers will interpret their declarations of neutrality; particularly how Britain and France will do so in connection with their treaties with Japan and Russia respectively. The *Mainichi* published lately a telegram dated the 11th instant, apparently from Vienna, which stated that a member of the French Chamber of Deputies had arranged to interpellate the Government as to whether the Russo-French alliance extended to the Far East. M. DELCASSÉ, however, announced to the leaders of the various political parties that there was no danger of France becoming involved in the present struggle. He further declared that, even if a third Power intervenes, France will render only moral assistance to Russia. The Franco-Russian treaty, in fact, could not be regarded as applying to the Far East. This statement, if confirmed, is of the highest possible importance and sets at rest the gravest anxieties. If France were to feel bound to give Russian military co-operation in the Far East in certain events, then a general conflagration would be at least within measurable distance. If, on the other hand, she only considers moral support due from her to Russia, even in event of a third Power intervening in the struggle in the Far East, there need be no fear of any friction, or worse, arising between France and Great Britain. As to the latter's position, the Government has declared that it will act up to the fullest obligations of the treaty with Japan. Germany has declared strict neutrality. It is reported that of late the Press has conspicuously supported Japan's cause, and it is believed that the members of the Government now favour Japan. Germany's official declaration of neutrality was delayed because she never before has issued such a declaration, and therefore it was necessary first to consult with the Crown's attorneys in regard to its wording. Even the lesser Powers are following suit, and it is officially announced from Copenhagen that military steps have been taken to secure Denmark's neutrality. From some of the greater nations, it is true, such as Austria-Hungary and Italy, nothing so far has been heard, but the smallness of their present interests in the field of action no doubt makes them feel it unnecessary to hasten. In the other hemisphere there seems every ground to believe that, while the official attitude of the United States will be strictly impartial, the tendency of public opinion is more and more benevolent to Japan. The neutrality which promises to become universal is not going to be in favour of Russia, it seems.

The "London Comedy Company" is shortly expected to visit Hongkong.

The cases of communicable disease reported in the Colony last week were:—enteric fever 2 (1 European, 1 Japanese, both imported); plague 1 (Chinese, fatal); small-pox 1 (European).

The visitors to the City Hall Library and Museum for the week ending the 21st February, were 124 non-Chinese and 38 Chinese to the former, and 94 non-Chinese and 5,912 Chinese to the latter institution.

At a general meeting of the members of the R.A.O.B. Club on Saturday night, Mr. A. Lawrence, a very popular member of this pretty little club, was presented with a handsome souvenir on the occasion of his early departure from Hongkong for the old country, also with an envelope containing a substantial cheque. The members joined in wishing Mr. Lawrence a very pleasant holiday.

In the course of the hearing of a larceny case in the Supreme Court yesterday, the evidence in which showed that a mess-cook had stolen a sum of over \$200 which had been left in an unlocked drawer by a R.E. officer, Chief Justice Sir William Goodman remarked that the moral to be drawn from the case was that people should be careful not to leave large sums in unlocked places to the temptation of Chinese servants.

Owing to the absence of Mr. H. H. J. Gompertz, Acting Police Magistrate, his cases were heard by Mr. T. Sercombe Smith.

The *Manchester Dispatch* is informed that the Admiralty expect Japan to be victorious at sea during the first six months of the war.

The Russo-Chinese Bank at Yokohama has been attached in connection with the counter-suit brought by its ex-comptroller Yuan.

In response to an enquiry made by a reader, it seems that the authorised spelling of the name of France's consular post opposite Aden is either Djibouti (French) or Jibuti (English) not Jibouti or Jibuti.

According to the *P. and O. Times* the Russian forces at Kalga, which is overawing Peking, amounted on the 7th inst. to 572 men. There were 3,500 Chinese troops there. Mr. Lessar has again notified the Chinese Government that Russia is going to send troops to Tientsin and Peking to protect these places.

A Calcutta despatch, dated the 4th February, says:—The plague mortality continues to rise as the cold weather progresses. Last week there were 23,203 deaths reported, Bombay Presidency returning 6,341, the United Provinces 4,914, the Punjab 3,251, the Central Provinces 2,539, Central India 973, Bombay City 339, Karachi 100, Madras Presidency 908, Calcutta 800, Mysore 640, Hyderabad 644, Rajputana 195, Kashmir 63, and Aden one.

A breach of promise case has been commenced in the Supreme Court of Singapore, the plaintiff being Juliet Jausten, a telephone operator, and the defendant W. E. Patton, assistant sanitary inspector, who was stated to be in receipt of a salary of \$65 a month. From the evidence it appeared that the parties became engaged in March last year, and the engagement was broken off at the end of May. Plaintiff said her mother induced her to bring the action. Defendant's counsel suggested that the plaintiff expected to make a fortune out of the action. "The result of reading cheap novels," commented the Chief Justice. The case was adjourned for a fortnight.

It is stated, says the *Singapore Free Press*, that acting on telegraphic instructions from the military authorities at Colombo, the military here made enquiries regarding deserters on the arrival of the U.S.A.T. "Kilpatrick" with the result that officers visited the American Consul here, Mr. Williams, and requested his assistance in the matter. It appears that six English soldiers were found on board who had deserted and they were accordingly handed over to the military authorities. Presumably they will be sent back to Colombo for court martial. It is supposed that the men were induced by the prospect of better pay to desert and try and reach Manila by the transport.

The Mesageries Maritimes s.s. Yarra which leaves to-day, has on board Baron Rosen, the recalled Russian Minister to Tokyo, with Madame Rosen and their daughter, M. de Sivers, Russian Consul-General at Yokohama, the wife and family of 4; M. Wassilief, Russian Vice-Consul at Kobe, with wife and child; Prince Gayarine, Russian Consul at Nagasaki, with his wife; and a number of other Russians from Japan. They are all homeward bound to Europe. The party had an uneventful voyage, and there was no unusual excitement in Japan when they left. Baron de Rosen was the recipient of numerous parting gifts, including many from Japanese friends. He is well spoken of in the Japanese Press, moreover.

Under the auspices of the Odd Volumes Society, Rev. E. J. Hardy lectured last evening in the City Hall on "Chinese Manners." H.E. Major-General Villiers Hatton, C.B., presided over a large audience, including Mrs. May, Hon. Gershom Stewart and Mrs. Stewart, Mrs. Dickson, Hon. H. E. Pollock, and Colonel L. F. Brown, R.E. Rev. Mr. Hardy dealt with his subject in his customary entertaining, racy manner. He contrasted the manners of the East with those of the West, showing how their standards of civility and politeness differed essentially in many ways and making a plea for foreigners in China to show towards the lower classes of the Chinese that politeness of treatment which they got at the hands of the upper classes of their own countrymen. At the close, the lecturer got a hearty vote of thanks.

## HONGKONG VOLUNTEER CORPS.

RIGHT HALF NO. 2 CO.

The final shoot for the cup presented by Sir Thomas Jackson took place at Tai Hong Range on Saturday and Sunday last, and the cup was won outright by Corp. B. W. Grey, G.O. H. S. Holmes shot well and looked very like winning when he went back from 400 yards with 64 to his credit and only 24 to make to beat Grey's 87, but unfortunately he failed to find the target with his sighting shots at 500 yards and left Grey the winner by six points. The competition for this cup has been going on since 1902.

## REGIMENTAL SPORTS.

The Annual Regimental sports of the 93rd Burma Infantry will be held on Friday, the 26th inst., on the Kowloon Parade Ground, beginning at 3.15 p.m. There will be the following open events:—

- (1) 100 Yards Flat for Officers of the Fleet and Garrison.
- (2) Half-mile, for Non-Commissioned Officers and men of Navy and Army.
- (3) Half-mile, for Native Troops and Police.

Lieut.-Colonel Iremonger and the Officers 93rd Burma Infantry will be at home to their friends on the ground.

## TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR OWN CORRESPONDENT.]

## THE WAR.

SAVED PASSENGERS AND  
CRRW ARRIVE AT NAGASAKI.

Kobe, 22nd Feb., 7.30 p.m.

The crew of the s.s. *Nagaura* (Nakanoura Maru) arrived at Nagasaki to-day on the s.s. *Stalberg* from Vladivostok. The passengers and crew, excepting two that were drowned, were saved by Russians.

[A special *Daily Press* telegram from Kobe, dated the 12th inst., said that it was officially stated that the Japanese merchant steamer *Nakanoura Maru* had been sunk by Russians in the Tanguar Straits—R.D. D. P.]

## REUTER'S SERVICE.

RUSSIA AND THE BALKANS.

LONDON, 20th February.

It is semi-officially declared in Vienna that Russia's interests in the Balkans are rather intensified than diminished by the latest turn of events. The idea that the war in the Far East will prevent Russia from co-operating in the pacification of Macedonia is unfounded.

THE DALLAS CO. AT THE  
THEATRE.

"A CHINESE HONEYMOON."

Mr. Henry Dallas's Musical Comedy Company opened a short season at the Theatre Royal last night, when for the first time in Hongkong the two-act musical comedy *A Chinese Honeymoon* was produced. This play has had a wonderful success in London, the provinces, and elsewhere, where it has been seen, including Singapore little over a week ago, when the Dallas Co. introduced it to the local audience. It is easy to understand after witnessing last night's performance why such success should have been obtained, for the book is light and amusing and the music tuneful and gay. Owing to the many claims on our space to-day and the late hour at which the performance finished last night we cannot do full justice to the artists but must leave a fuller description over until to-morrow. The most noteworthy features yesterday were in the first place Mr. Percival Knight's impersonation of Mr. Pineapple. Mr. Knight is an old favourite of one season, we believe—in Hongkong and was welcomed back most heartily last night. The climax was reached at his dream song in Act II, which would have been excused many times, had more recalls been allowed. The part of Fi Fi, created by Miss Louie Freear, was admirably taken by Miss Alice Wade. Her "I want to be a lady" was a triumph. Miss Ernestine Walker and Mr. Frank Cochrane both sang charmingly, and Miss Walker looked her part to perfection. If not exactly Chinese, Miss Bertha Hunter was good as Mrs. Pineapple and Mr. Bitter Riley made a welcome reappearance in Hongkong. Messrs. Ross and Munro both rendered their roles well, and Miss Carrie Robert's dance was much appreciated.

The following was the cast:—

Hang Chow ... Mr. Albert E. Ross  
Chippie Chop, Lord Chancellor, Mr. Duncan Munro  
Li Lung, Lord High Admiral, Mr. W. Bitter Riley  
Tom Hatherston ... Mr. Frank Cochrane  
Mr. Pineapple ... Mr. Percival Knight  
Florie ... Miss Eva Carlotta  
Violet ... Miss Amy Bailey  
Milla ... Miss Eva Bonhoefer  
Mrs. Brown ... The Official mother-in-law  
Yen Yen ... Miss Grace Desmond  
Sing Sing ... Miss Phyllis Underwood  
Sing Sing ... Miss Carrie Roberts  
Mi Mi ... Miss Violet Hampton  
Soo Soo ... The Emperor's niece, Miss Ernestine Walker  
Mrs. Pineapple ... Miss Bertha Hunter  
Fi Fi ... Miss Alice Wade

## CRICKET.

CIVIL SERVICE V. R.A.M.C.

The Civil Service beat the R.A.M.C. by 80 runs and 4 wickets in the League on Saturday. E. Wiltchell batted well for the winners, and H. T. Jackmann took 7 wickets for 13 runs.

Scores:—

R.A.M.C. CORPS.	
S. M. Allwork, c. Atkinson, b. Jackmann	2
Leitch, b. Jackmann	0
Letter, b. Jackmann	0
Sergt. Rindan, c. Robins, b. Lambie	0
Chaffer, b. Lambie	0
Williams, b. Jackmann	0
Holbrook, run out	6
Sergt. Sainsbury, b. Jackmann	2
Manned, b. Jackmann	4
Sergt. Dearney, not out	12
W. H. Fitt, not out	21
H. Gidley, not out	18
Extras	3
Total	25
CIVIL SERVICE C.C.	
E. Wiltchell, c. Letter, b. Williams	18
L. E. Brett, b. Williams	0
Hon. Dr. Atkinson, c. Ignatie, b. Williams	0
P. T. Lambie, c. and b. Ignatie	7
H. T. Jackmann, b. Chaffer	10
W. H. Woolley, b. Williams	0
W. Fitt, not out	12
H. Gidley, not out	21
Extras	18
Total (8 wickets)	106

E. T. Robins, W. T. Andrews, and S. M. Gidley did not bat.

## THE WAR.

The following Northern telegrams are from the *N.C. Daily News*:—

Wohaiwei, 13th February.—Two Japanese battleships and four cruisers have passed towards the Shantung promontory with what was supposed to be a German gunboat following them. The latter returned towards Chefoo, apparently pursued by a Japanese warship.

Tokyo, 13th February.—The Japanese have occupied the Russian coal depot at Rozo Island, Chemulpo, where they found 800 tons of coal stored.

Tokyo, 13th February.—The Japanese Government having decided to accept popular contributions to the War Fund, the Japanese Consulates are everywhere receiving offers in Great Britain, the United States, China, and Korea.

Tokyo, 14th February.—The Japanese business men of Tokyo and Yokohama resolved to-day to support the Government no matter how long the war continues. Tokyo is prepared even alone to take up the whole proposed issue of Exchequer bonds. The Japanese Minister at Washington has received to date eight million dollars in contributions to the War Fund.

Tokyo, 14th February.—The prompt acceptance by the United States of Japan's application to her to protect Japan's interests in Russia and Manchuria, taken in conjunction with the recent offer of Dr. McGee to send a large staff of nurses to Japan, has genuinely impressed the Government and people of Japan, and is regarded as a further guarantee of brotherhood.

Tokyo, 15th February.—It is reported that two hundred Japanese fugitives have been detained at Tashihohiao and escorted to Port Arthur. This has caused excitement and indignation in Japan.

Tokyo, 16th February.—After much ill-treatment, the Japanese fugitives finally left Port Arthur for Chefoo yesterday. The exodus of Japanese from Siberia is now completed.

Tokyo, 16th February.—It has transpired that upon the receipt of the Port Arthur news, four Russian warships left Vladivostok for Hokkaido, but it is now understood that they have returned to Vladivostok.

Tokyo, 17th February.—In reference to Secretary Hay's overtures, Japan agrees to the neutralisation of China, excluding Manchuria which Russia still occupies, and Japan adheres thereto unless Russia violates China's neutrality (which she is doing by keeping the *Mandjour* at Shanghai—R.D. P.), on which Japan originally insisted.

Tokyo, 17th February.—The Emperor has announced that the ancient gold and silver treasures of the Palace are to be utilised for the War Fund.

## THE BATTLES AT PORT ARTHUR.

We are indebted to the *N.C. Daily News* for the following account of the torpedo attack on Port Arthur and the subsequent bombardment. Our contemporary takes the story from Captain Gray, of the Chinese Engineering and Mining Company's steamer *Fuying*, who also gave an account of the *Fuying*'s own extraordinary experiences. Flying the British flag, with all her papers in order, and having every permission to leave, the *Fuying* was fired upon, without the slightest warning, at short range and with three shells. Five of her Chinese passengers were seriously injured and the rest panic-stricken. Such an attack with shell on a neutral commercial vessel, without any preliminary blank firing, is absolutely unprecedented. The *Fuying* arrived in Port Arthur from Chingwangtao, with a cargo of Kaiping coal, on Friday, the 5th February. By the morning of the 8th, the whole cargo had been discharged and the vessel was to leave next day. At midnight of the 8th, the captain and crew were startled into wakefulness by the reports of heavy guns firing. In the darkness and confusion of the night little could be seen, but next morning the harbour was full of evidences of Japanese activity during the night.

When the *Fuying* entered Port Arthur the Russian squadron of 18 large vessels in all (not counting one second-class cruiser which was under repair inside the West Basin and took no part in the actions) was riding outside the harbour immediately under the forts which rise above the entrance on the north-east side. There they had remained all the time until the 8th. At daylight on the 9th it was seen that two of the largest vessels, the *Retevich* and the *Tsarevitch*, were lying in a sinking condition right across the narrow mouth of the harbour and completely blocking it. Just beyond and on the western side of the entrance were lying the first-class cruiser *Pallada*, which had been torpedoed and run ashore to save her from sinking, and a large Russian transport which had also run ashore for safety.

Captain Gray, with his second officer and chief and second engineers, put off in a small boat on a voyage of inspection. They had with them a crew of four Chinese and pulled round to the *Tsarevitch* and *Retevich*. These were seen at once to be damaged beyond possibility of repair in the limited dock accommodation available at Port Arthur at present. They had gone all round these two vessels, and were proceeding to look similarly at the *Pallada* when the report of a loud explosion rang out. Simultaneously a shell fell right alongside their boat. It was then about half-past ten o'clock. The remainder of the Russian fleet were still lying under shelter of the forts on the other side of the harbour; but immediately following the explosion one of them, whether a battleship or a cruiser it was impossible to say, disappeared stern first in the water, taking all hands, or so it seemed inevitable, with it. The whole incident scarcely took more than a minute or so. One of the Chinese in Captain Gray's boat had been badly scalded, and he with his three terrified com-

patriots jumped overboard into the water. The four foreigners ran their craft ashore and took shelter behind a rock whence they looked on at what was now a general engagement.

Sixteen Japanese men-of-war were approaching from the East in a long line, single file. Their fire was returned by the Russian squadron and the forts on the headland, and a terrific din of booming continued for three-quarters of an hour. Then the Japanese sailing right along the front of the fleet and harbour made off, still in line, towards the South. So far as could be seen they had themselves sustained little or no damage. It will be seen that *Victory* Alexieff does not claim that any Japanese vessel was even seriously injured.

Town and dock had, on the other hand, suffered severely, though the actual damage was not so great as might have been expected from a bombardment. Three shells fell into the East Basin without doing very much harm; another went through the side of a transport lying just outside the dry dock, but for some reason it did not explode. In the town holes as much as fifteen feet in diameter and six or seven feet deep had been ploughed up by the shells. Windows were shattered in all the houses and coal stacked along the streets and wharves had been scattered in all directions. Fortunately for the Russians it did not fire, or the conflagration might have been enormous.

The townspeople, foreign and Chinese alike, were stupefied with fear. From the Russo-Chinese Bank all the paper money was being taken and burnt publicly; the specie was put into carts and sent away inland as rapidly as possible. At three o'clock in the afternoon the Government took charge of all stores and provisions. Many houses of business were closed permanently and their heads had fled. The railway station was besieged. Port Arthur was, in fact, absolutely demoralised and panic-stricken. The defencelessness of the place impressed the authorities. For days previously thousands of troops had been leaving as fast as the trains would take them north for the Yalu. Now as many as possible are being hurriedly recalled, and the Port is again filling with troops.

During Wednesday morning tugs got to work on the *Tsarevitch* and succeeded in dragging her inside the West basin, where she has grounded, her name being absolutely submerged at high water. If she were able to float as is alleged from the Russian side, she would ride with her head to the wind, but although there was a strong northerly gale blowing when the *Fuying* left, the *Tsarevitch* was immovable. The name was true of the *Pallada*, which was also successfully towed inside. The *Retevich* still lay in the harbour mouth, but was sufficiently pulled aside to allow the remains of the fleet to enter the East Basin on Wednesday afternoon. She was lying on the rocks with her bows under water.

The number of men-of-war lost or disabled Captain Gray computed at eight. Including the one vessel inside the harbour under repairs the Russians had nineteen large warships at Port Arthur before the fighting. When he left Captain Gray counted fourteen only, and that number included the *Tsarevitch*, *Retevich*, and *Pallada*. Thus five were absolutely unaccounted for.

In regard to the repairing of the damaged vessels, it is worth noting that there is at present only one dry dock at Port Arthur, and that too small to take a large battleship. Another, 750 feet long, is being constructed out of the solid rock, but it will be some years at least before this is ready, if it is ever completed. After the bombardment the *Fuying* became crowded with refugees. About 500 Chinese besides sixteen foreigners came on board. There were no state-rooms available; every inch of space was occupied with baggage, and the travellers were obliged to sleep as best they could on deck or in any corners. They were unable to sleep out of their clothes until they arrived at Shanghai.

At three o'clock on the afternoon of Wednesday, Captain Gray prepared to depart. A German steamer, the *Chefoo*, left twenty minutes before him and passed out safely. In the morning at ten o'clock he had been called to the office of the steamer agents and told that he would have to sign certain documents in Russian before he would be allowed to sail. His reply was that he would sign anything that would enable him to leave, and asked the meaning of one statement. It was translated to him as meaning that he would promise not to divulge outside what the real condition of affairs in Port Arthur was. This he signed. Next he was asked to sign another paper, which was said to mean that he had only three days' provisions on board. Why he should be asked to make such a statement he could not guess, but he signed the paper. Two hours later he received full permission to leave.

Steaming out of the West Basin with the British ensign flying at the main, the *Fuying* was abreast of the guardship at the mouth of the harbour (we understand from a passenger that this was the corvette *Rabouyn* commanded by Prince Levin) when, without the slightest hint or warning, without a single blank charge as a preliminary, the guardship sent a two-inch shell whizzing over the deck. Immediately afterwards two other shells followed and struck the *Fuying* in the bows, fortunately above the waterline, but doing much damage. The shells burst also in the part of the ship most crowded with Chinese passengers and five of these were very badly wounded. One poor girl had a leg blown off, a man lost an arm, another a portion of his back. Consternation seized all on board the *Fuying*, which stopped immediately and returned to the inner harbour. Later on Captain Gray was sent for by the commander of the guardship, but all that was said to him was: "We are very sorry; it was a mistake; you may proceed to sea." At five



o'clock the *Fuying* again got under weigh and this time passed out without any incident. In the ordinary course the voyage would have been made direct to Shanghai, but the indignity to the British flag was not to be endured, and Captain Gray put into Weihaiwei to report the occurrence to Captain Windham, of H.M.S. *Amphitrite*. The voyage was resumed almost immediately and the boat arrived at Shanghai on Saturday afternoon, the 13th inst.

## ANOTHER ACCOUNT.

On the 14th inst. the American s.s. *Pleiades* arrived at Chefoo from Port Arthur during the forenoon. She had reached Port Arthur from Pungel Sound, with a cargo of flour, on Sunday, the 7th instant. An officer of the *Pleiades*, interviewed, said she had brought over between 500 and 600 Chinese passengers, mostly old men, women, and children connected with the Russian deckhands, etc., and also about ten Europeans. He stated that four large Russian men-of-war had been placed *hors de combat* by Japanese torpedoes on the night of the 8th February. The *Tsarevitch* sank outside the harbour, but was still able to use her guns. Another, of French build, said to be the best of the fleet, was sunk or resting on her bottom inside the harbour. The water was pouring out of her all the time from her pumps, and divers were constantly at work on her. At low water one could see two feet below her armour belt. The *Retzovian* and another ironclad were also badly damaged, neither being able to move and being completely "out of commission." On Tuesday, the 9th, the bombardment commenced at 11 a.m., according to the officer's watch, and continued until 11.45 a.m. The Japanese were evidently only trying the range and getting it remarkably well, for many of the shots fell in the town and amongst the shipping. The officer interviewed showed some pieces of the copper banding which takes the rifling of the guns. These had fallen on his ship, and he said some of the engineers had pieces of the iron of shells which had burst around the ship. The Japanese ships bombarding were from 7 to 8 miles away and were evidently the morning ships seen by the str. *Foochow* the same morning off Cap Island, outside Dalny. The *Foochow* was proceeding from Dalny to Chefoo with Japanese refugees. The chief officer of the *Foochow* said that two of the Japanese cruisers were so close in land that their flags could not be distinguished. An officer of the *Pleiades* said that before they left Port Arthur there was a report that a Russian man-of-war was laying mines in Dalny harbour that he had a patent of his own, and that it was so successful that his own ship struck one of the mines and the ship was destroyed, and captain and crew of 350 being killed. It was added that now other Russian ships were afraid to enter Dalny, not knowing the position of the mines on account of the deaths of those who had laid them. A Russian officer told the *Pleiades* officer that he was "afraid the news was true." The *Pleiades* reported that she was discharging her cargo of flour when the bombardment took place and that the cooies all left after discharging a few bags. She brought the rest of her cargo to Chefoo. The British str. *Roxton Hull* was also there with a cargo of Welsh coal (4,000 tons) and could not discharge it. The captain asked to be allowed to leave the port, but the Port Admiral refused to allow the ship to leave and told him he had better take his crew and leave at the first opportunity on another vessel. He took the advice and left on the Norwegian str. *Ariel*, leaving his ship and coal in the hands of the Russian authorities.

In most cases the Russian authorities demand a written affirmation from masters of vessels that they will not divulge anything as to the state of affairs in Port Arthur.

EXTRAORDINARY EXPERIENCES OF THE "HISPING."

We also take the following from the N.C. Daily News:—

The Chinese Engineering and Mining Company's steamers are unlucky. When the *Fuyi* was fired upon, as she was leaving Port Arthur, the affair was described by the Russians as a mistake. Now another of their vessels, the *Hisping*, has had an experience, not so disastrous fortunately, but quite as remarkable. Fired at four times without cause or warning, ordered into Dalny over mines newly-laid and of uncertain location, and detained there without justification for four days, it is no wonder that Captain Macfarlane has filed a strong protest with the authorities of the Russian port. By permission of Captain Macfarlane we give what is practically a transcription from his log of an eventful passage.

The *Hisping* left Chinwangtao on the 19th February just after midnight, bound for Shanghai. She experienced a head gale and very high sea, and the vessel laboured heavily, shipping large quantities of water. At 6.30 a.m. it was found that the tarpaulin of No. 4 hold had been washed off by the sea and that water had got into the 'tween decks. The gale continued and the sea was running very high. Captain Macfarlane decided therefore to run into Port Arthur roads for shelter. He passed the Liautshan Promontory and lighthouse about noon on the same day, and saw a large Russian cruiser, cruising off and on the light-house. The cruiser turned and escorted the *Hisping* into the roads. At a quarter-past one, when the *Hisping* arrived at the anchorage, a Russian cruiser at anchor fired a shot at her, and shortly afterwards (not before) hoisted the signal "anchor instantly." The direction was followed as soon as possible. At a quarter-past four the weather having moderated, and the hatches having been taken off to see that all was right below, the *Hisping* weighed and proceeded for Shanghai. She had gone about a mile or so away from the

cruiser at anchor when the latter opened fire, and fired three shots. One came towards the *Hisping's* quarter, the second fell astern. By this time the *Hisping* had stopped and rounded, but the third shot came and passed over her. The *Hisping* proceeded back. A torpedo-boat destroyer came out from the anchorage and remained by her, cleared for action, until Captain Macfarlane's anchor was let go about half-past five. No signal had been given to prevent the *Hisping* leaving until after the shots had been fired, and the vessel was well on her way back to her anchorage.

At 9 p.m. the *Hisping* received orders from a torpedo-boat to put out all lights, and this was done. About 11.30 heavy firing was heard from the shore batteries, and also from a small war vessel cruising about, and about midnight the *Hisping* was hailed by a rowboat and ordered to put out her fires, which was also done.

Next morning at 6 a.m. Captain Macfarlane hoisted a signal, "When can I proceed to sea?" Two hours later the harbour launch came off and ordered the ship to go to Dalny with the sister steamer *Chingping*, the German steamer *Pronto*, and a Russian merchant steamer. The *Hisping* proceeded to Dalny, still flying the same signal. They arrived outside Dalny at a quarter-past two and anchored inside about a quarter of an hour later. A harbour official came out and took the ship's papers ashore. At six o'clock a Russian sentry was sent on board and remained till the following evening, the ship remaining anchored meantime.

When the sentry was relieved at seven o'clock on the evening of the 12th, Captain Macfarlane sent by him a protest against the detention of his ship by *force majeure* to the Captain of the port representing the Russian Government.

On the morning of the 13th at ten o'clock the captain was visited by Mr. Waldemar Mare, assistant to the Dalny Port commissioner, accompanied by Mr. Edward Soper, acting as interpreter. Mr. Mare stated that owing to the mines that had been placed in the harbour it was impossible for the *Hisping* to leave. Captain Macfarlane represented to him that it was an impolitic proceeding to have sent four merchant steamers to a harbour that was mined. Mr. Mare replied that half an hour before the *Hisping's* arrival, a Russian vessel which had been laying the mines had been blown up, with great loss of life, by one of her own mines; that there were only two men who knew the position of the mines; that these were the captain and officer of the vessel destroyed; and that they had been killed. Unless therefore there was a copy of the plan for mining at Port Arthur, it was impossible to know where the mines were, and therefore the *Hisping* could not be allowed to leave until the mines were relaid. Captain Macfarlane remarked that a small Russian vessel was cruising all this time at the entrance of the harbour, and was told in reply that that boat only drew six feet of water.

Captain Macfarlane then complained of the risk to which he and his vessel had been exposed in being sent to enter Dalny without a pilot, and was told that it was believed the vessel which had been accidentally blown up would otherwise have piloted them in. He also pointed out that the ship ran the risk of being destroyed or captured should the Japanese attack Dalny, and Mr. Soper admitted there would be such a danger. On requesting to be allowed to take his ship further in, Captain Macfarlane was told that might be permitted. He represented further that no inquiries had been made or reason given for the detention of his ship at Port Arthur or for her being sent to Dalny; also that he had been exposed to heavy firing from the batteries at Port Arthur on the night of the 10th February. Capt. Macfarlane also told the interpreter that he was not aware of any reason for his ship's arrest, as when he left Chinwangtao there was no news of war and Russian steamers loading coal there had Japanese crewmen on board. He (the Captain) wished to communicate with his consul or with his owners by telegraph. This, he was told, might be allowed, as permission was given to respectable Europeans to go ashore; the cost of supplies to the ship would also be allowed by the Russians. One reason alleged why the ship should not be allowed to leave Dalny by the way it came was that the Japanese would then learn the passage, but Captain Macfarlane pointed out that had the ship been ordered away from Port Arthur at once and not detained at Dalny, it would have been impossible for the Japanese or anyone else to have seen anything. It was, therefore, due to the authorities there to make any enquiries, that the *Hisping* was detained and these on board allowed to see and hear what they had.

The Austrian Consul at Hongkong (Mr. Post) was a passenger on the *Hisping* and was present during this interview. He also sent in a protest by the same messenger as Captain Macfarlane, who is very warm in his gratitude to Mr. Post for his assistance and support throughout and his services as an interpreter. Mr. Soper said several times during the interview that the detention of the *Hisping* was due to a mistake.

The *Hisping* was allowed to leave on Tuesday and came direct to Shanghai, where she arrived on the 18th inst. She is notoriously damaged but it is not quite certain that she was not actually touched by a fragment of one of the shells thrown at her. The German steamer *Pronto* was said to have suffered more severely from the firing. It appears that the torpedo transport *Feniet* lost 89 men, 192 being saved.

FORGIVEN SYMPATHY WITH JAPAN.

Messrs. Dodwell & Co. write to the Kobe papers suggesting that they should undertake the raising of a fund by which foreigners could

in a practical manner show their sympathy with Japan in this the greatest crisis in her modern history. The firm first suggested subscribing to the funds of Japan's Red Cross Society, but it was suggested to the firm that as the Society is a wealthy one, under Imperial patronage, any funds which foreigners might feel inclined to subscribe could be devoted with greater advantage to the support of the families of the Reservists and of the widows and orphans of those killed in fighting for their country. Messrs. Dodwell adopted this suggestion, and offered a subscription of 500 yen to the fund.

Admiral Delibello, a naval enquirey to H.M. the King of Italy, has been appointed Commander-in-Chief of the Italian squadron in Far Eastern waters, in place of Vice-Admiral Milrabello, who was lately given the portfolio in the Navy Department at Rome.

Lieutenant-General Sir William Nicholson, K.C.B., who is now on the way to the Far East as British *Attaché* with the Japanese Forces, has been Director-General of Mobilisation and Military Intelligence at the War Office since 1901. Colonel James A. L. Haldane, D.S.O., of the Gordon Highlanders, who is also appointed to the duties of British *Attaché* with the Japanese, has a distinguished Indian and South African record, and is best remembered by his sensational escape from Pretoria in the winter of 1899-1900.

## SUPREME COURT.

Monday, 22nd February.

IN CRIMINAL JURISDICTION.

BEFORE HIS HONOUR SIR WILLIAM M. GOODMAN (CHIEF JUSTICE).

LARCENY BY A SERVANT.

Wong Chau, a house-cook, was charged with having on 7th February stolen \$28 from the house at 3, Queen's Gardens, of his master, Lieut. G. S. Gaskell, R.E.

He pleaded not guilty.

The following jury was empanelled:—Messrs. T. H. Jewitt, C. E. Hance, J. L. Cotter, H. Pridmore, A. C. Moore, T. Arnot, and C. E. P. Herbst.

The Hon. Attorney-General, Sir Henry Berkeley (instructed by Mr. E. B. L. Bowley, Crown Solicitor), conducted the prosecution. In opening the case he stated that on the day in question Lieut. Gaskell had been given to him by a brother officer named Lieut. Chesney who had drawn it from the Bank to pay his company. The money was in a mat-bag in a drawer in Lieut. Gaskell's room at the mess. It was put there on the 6th. On the 7th prisoner was stopped by an Indian constable away over at Shatin in the New Territory. When he was stopped he ran away, but was caught, and in his possession was found his master's money. When arraigned prisoner stated that his master told him to take the money. Lieut. Gaskell would tell the jury that this was absolutely false.

After hearing evidence the jury unanimously found the prisoner guilty.

His Lordship passed sentence of 18 months' imprisonment with hard labour.

CHARGE AGAINST A GERMAN.

Paul Rosch, a German, was charged with having on 25th January in this Colony stolen a sum of \$205.38, the property of F. Nolte and another.

He pleaded not guilty, and was defended by Mr. M. W. Slade, barrister-at-law (instructed by Mr. J. Hastings, solicitor).

The Attorney-General in opening the case said the charge made by the Crown was that prisoner was bailee of this money at the time he appropriated it to his own use, and if a person was entrusted with money for another and appropriated it to his own use he was guilty of nothing short of theft. In January of this year the accused was engaged by Mr. Nolte, a partner in a tobacco-factory in Manila, as a salesman in Hongkong, to sell cigars on a commission of 20 per cent. From time to time he received cigars from Nolte, and the money he got for them was Nolte's, and he was bound to hand it over to Nolte less 20 per cent. commission. The cigars were kept in a Chinese cigar-shop here, and as prisoner required they were supplied to him from time to time he giving a receipt for them. Between 19th and 25th January he received money in respect of cigars sold or Nolte, which, after deducting his commission of 20 per cent, amounted to \$205.38. Immediately after receiving the money he went off to Canton to gamble at the fast-tables. In Canton he lost the money. Prisoner stated that while at the gambling tables his pocket was cut and the money was stolen. But whether it was lost at the gambling tables or stolen from him, if the prisoner left Hongkong with that money in his pocket intending to gamble with it he was guilty of larceny.

Evidence for the Crown was then taken. The jury unanimously found the prisoner guilty, with a strong recommendation to mercy. His Lordship passed sentence of four months' hard labour.

The Court rose.

## HONGKONG FIRE INSURANCE CO., LIMITED.

The following is the report for presentation to the shareholders at the thirty-fifth ordinary general meeting, to be held at the office of the general managers, on Saturday, the 5th March, at noon.

The general managers and consulting committee have pleasure in submitting to the shareholders the thirty-fifth annual report of the Company.

1903 Account.—This account shows a profit of \$193,396.52, which sum, subject to the approval of the shareholders, it is proposed to deal with as follows, viz.:—

Dividend of \$22.50 per share... \$184,000.00  
Addition to reserve fund... 15,396.52  
\$199,396.52

1903 Account.—The balance at credit of this account is \$371,110.42.

Mortgages.—From the reports and valuations made by the Company's surveyors, the general managers and consulting committee are satisfied that the properties held by the Company form ample security for the advances made.

Consulting Committee.—The present members, the Hon. Sir Paul Chater, C.M.G., Messrs. F. Maitland, A. J. Raymond, and J. H. Lewis, retire, but offer themselves for re-election.

Auditors.—The accounts have been audited by Messrs. W. Hutton Potts and R. Chatterton Wilcox, and their re-election is recommended.

## HONGKONG JOCKEY CLUB RACE MEETING.

The following is the programme of the first day of the Jockey Club's 1904 Race Meeting. The first race will be run at 11.30 a.m. to-day.

The WONG-NEI-CHONG STAKES; value \$300; second to receive \$100; and third \$50; for China ponies, subscription griffins of this season 1903-1904; weight for inches as per scale; entrance \$10. Half a mile.

The MAIDEN STAKES; value \$500; second to receive \$150; and third \$50; for China ponies, *bona-fide* griffins on date of entry; weight for inches as per scale; subscription griffins of this season 1903-1904 allowed 7 lbs.; entrance \$10. Once round.

The VALLEY STAKES; a sweepstakes of \$10 each with \$300 added; winner to receive 70 per cent.; second 20 per cent.; and third 10 per cent.; for China ponies, subscription griffins of this season 1903-1904; weight for inches as per scale; three-quarters of a mile.

The VICTORIA STAKES; a sweepstakes of \$10 each with \$250 added; second to receive \$150; and third \$50; for China ponies; weight for inches as per scale; *bona-fide* griffins on date of entry allowed 5 lbs.; subscription griffins of this season 1903-1904 allowed 10 lbs.; previous winners at this meeting 5 lbs. extra; one mile.

The FLOCKHAW CUP; value \$500; second to receive \$150; and third \$50; for waters; weight for inches as per scale; previous winners of 3 or more races 12 lbs. extra; of 2 races 7 lbs. extra; non-winners who have run at previous meetings allowed 5 lbs.; entrance \$10; three-quarters of a mile.

The HONGKONG DERBY; a sweepstakes of \$20 each with \$1,500 added; (half forfeit if declared on or before day of closing entries); for China ponies *bona-fide* griffins on date of entry; first pony to receive 70 per cent., second 20 per cent., and third 10 per cent.; weight for inches as per scale. One mile and a half (nominations to close to the clerk of the course at Hongkong Club-house on Saturday, 26th December, 1903).

The HONGKONG CLUB CUP; presented by the members of the Hongkong Club; second to receive \$150, and third \$50; for China ponies; weight for inches as per scale griffins allowed 5 lbs.; subscription griffins of this season 1903-1904 allowed 10 lbs.; previous winners at this meeting 5 lbs. extra. One mile and a half.

The CHINESE CLUB CUP; presented; second to receive \$150, and third \$50. For China ponies subscription griffins of any season; weight for inches as per scale; winners at previous meetings barred; previous winners at this meeting 7 lbs. extra; entrance \$10. From the two-mile post once round and in.

LOUISIANO CUP; presented by the members of the Club Lusitano. For China ponies, *bona-fide* griffins on date of entry; second to receive \$150, and third \$50; weight for inches as per scale; subscription griffins of this season 1903-1904 allowed 5 lbs.; previous winners 7 lbs. extra; entrance \$10. One mile.

The ENCOURAGEMENT STAKES; value \$300; second to receive \$100; and third \$50; for China ponies, subscription griffins of this season 1903-1904; weight for inches as per scale; previous winners barred; unplaced runners allowed 5 lbs.; entrance \$10. Five furlongs.

PROBABLE WINNERS.

The Wong-nei-chong Stakes, being only a half-mile event, looks very open, but I fancy Talbot for a win, with Glenroy and Ca Cann 2nd and 3rd.

For the Maidens, it is now reported that Mr. Buxey is sending Coronet Rose. He should be a certainty, if this is so. If he is reserved for the Derby, Buxey's stable should still win with La France Rose. Discovery should be 2nd and Royal 3rd.

The Valley Stakes should finish—Fiscal, 1; Rocket, 2; Tai Yat, 3.

Victoria Stakes—Algerine, 1; Baro Rose, 2; Discard, 3.

Poochow Cup—Remnant, 1; Runaway Girl, 2; Brilliant, 3.

The Hongkong Derby should fall to Mr. Buxey's choice, Coronet being again a certainty if he runs. Aladdin should defeat Chieftain for 2nd place.

Hongkong Club Cup—Vancouver, 1; Baro Rose, 2; Rebel King, 3.

Chinese Club Cup—Manila, 1; The Baillie, 2; Panjandrum, 3.

Lusitano Cup—Discovery, 1; Once More, 2; Royal, 3.

The Encouragement Stakes looks extremely open, and it is hard to hazard a guess. I venture on the following:—Aform, 1; Ca Cann, 2; Gohang, 3.

DARK BIRD.

"Tamby" gives the following tips:—

WONG-NEI-CHONG STAKES.  
Mr. Darius's Talbot ... 1  
Mr. Ellis Kadoorie's Teolotum ... 2

THE MAIDEN STAKES.  
Regarding this race it is mere guesswork. If Mr. Buxey's Coronet Rose runs it will win.

THE VALLEY STAKES.  
Mr. Paul's Fiscal ... 1  
Mr. A. Babin's Rocket ... 2  
Mr. Darius's Selipso, or Mr. Melloo's Standard ... 3

THE VICTORIA STAKES.  
If Mr. Wingard's Algerine runs it will win. Otherwise Mr. F. B. Marshall's Daybreak has a good chance.

THE FLOCKHAW CUP.  
Mr. Master's Remnant is the favourite. The Pals' Dandy has a good show.

THE HONGKONG DERBY.  
The Derby lies between Mr. Buxey's and Mr. J. H. Lewis's stables. It is hard to say whether Mr. Buxey will run both La France Rose and Coronet Rose. Perhaps the former is a shade the better of the pair, but it is difficult to say. The race lies between Aladdin and these two.

## NOTICE.

Owing to the Great Increase in the Furniture Business of Messrs. ACHEE & CO., we are requested by them to Re-open Management of the Photographic Business hitherto carried on in their name on our behalf. From this date we will continue the Photographic business at the same place under the name of

## LONG, HING &amp; CO.

All outstanding credit and debit accounts of the Photographic Business will be collected and settled by us.

Inspection is invited to the New Stock now on view.

## LONG, HING &amp; CO.,

PHOTO GOODS DEALERS.

17A, QUEEN'S ROAD CENTRAL.

Hongkong, 21st December, 1903.

## THE HONGKONG CLUB CUP.

This will be a good race between Mr. Wingard's Vancouver and Mr. G. H. Potts's Rebel King.

With regard to the Chinese Club Cup I would not like to venture an opinion. There are 44 entries. Winners of previous meetings are barred, while winners at present meeting have 7 lbs. extra; it is very hard to say. It is also difficult to predict what will come out in the Lusitano Cup. The Encouragement Stakes, of course, is practically a race for batten ponies.

## POLICE COURT.

Monday, 22nd February.

BEFORE MR. T. SERGENT SMITH (POLICE MAGISTRATE).

## JAPANESE STOWAWAYS.

William J. Burns, second officer of the s.s. *Queen Mary*, prosecuted four Japanese for obtaining passages on that steamer from Moji to Hongkong, without the permission of the captain, owners, or agents of the vessel, and without paying for the same. Prosecutor stated that after leaving Moji he found the four men, who had stowed away in the engine-room of the *Queen Mary*, and when he asked them for their tickets or passage-money they replied that they had neither.

The first defendant said that a friend of his in Moji had told him if he went on board the captain would not mind, so long as he worked while on board. He did not speak to the captain, and had no one's permission to go on board. The second defendant said he went on board to see the ship, and when he wanted to go ashore he found the steamer had left Moji. He could give no explanation of his presence in the engine-room. The other two defendants had no defence to make. His Worship said they must each pay a fine of \$100 or go to gaol for 1 month. They went to gaol.

OPIMUM CASES.

Mr. Spooner, representing the Opium Farmers, prosecuted three Chinese for unlawful possession of opium. The first, Cheung Nan Wo, was found in possession of 9 mace of prepared opium, and was fined \$22 or 21 days. Wong Pak had two mace, and Mok Wo Hi had seven mace, and were each sentenced to pay a fine of \$10 or go to gaol for 10 days. The fines were paid, though reluctantly.

## MARINE COURT.

Monday, 22nd February.

BEFORE HON. BASIL TAYLOR (ACTING MARINE MAGISTRATE).

ALLEGED ASLEEP ON DUTY.

E. Jenson, second mate of the British s.s. *M.S. Dollar*, was charged by Alexander Gow, master of said steamer, with being asleep while on duty on the bridge, and thereby endangering the lives or limbs of persons on board the vessel, on the 20th ult. at sea. General Bragg, U.S. Consul-General, appeared for defence, the accused being an U.S. citizen.

The defendant pleaded not guilty, the plaintiff was sworn. He deposed that at about 3.40 a.m. he went on the bridge, and walked towards the standard compass. He failed to see the officer of the watch. It was rather dark, no moon; his eyes, too, were not accustomed to the light. Going over to the starboard side he saw the second mate sitting on the fore-and-aft rail by the dodger (a canvas weather-screen to protect the look-out officer from wind, spray, etc.) leaning against the light shade, with head pillowed on his breast. He looked closely into his face to see if his eyes were closely shut, standing by him for three or four minutes.

The defendant questioned plaintiff through General Bragg. Plaintiff had known defendant for about 18 months, having first seen him at San Francisco. He had given him a testimonial on a previous occasion. Defendant shipped at San Francisco at \$75 gold per month. They were on a voyage from Hongkong to San Francisco when the incident occurred. He had no arrangements for substituting. Defendant offered to leave the ship if he sent him back to San Francisco.

The defendant said that on the watch in question, the captain came up on the bridge a few minutes after seven bells, took lamp out of stand, and went below again. Three or four minutes afterwards he came up again, and accused him of being asleep. The only reason he could suggest for the accusation was that he was not a British subject, and held no certificate.

The Hon. Basil Taylor considered that, in the absence of any further evidence on either side, the charge had not been substantiated, there being only one man's word against another's.

## SHIPPING NOTES.

## COAL.

Shipments of coal have arrived as follows:—5,190 tons from Moji for the Mitsui Bussan Kaisha by s.s. *Queen Mary*, yesterday; 4,850 tons from Moji for the Mitsui Bussan Kaisha by s.s. *Rugby*, yesterday; 4,500 tons from Newcastle, N.S.W., by the s.s. *Ferdine*, yesterday; 1,800 tons from Moji by the s.s. *Heister*, yesterday.

## RICE.

One hundred tons of hemp arrived here yesterday by the Indo-China s.s. *Loongang*; that was all the cargo on board.

## STOWAWAYS.

Four stowaways arrived here from Moji yesterday by the s.s. *Queen Mary*. Four stowaways arrived here yesterday from Newcastle, New South Wales, by the s.s. *Ferdine*.

## OIL.

The s.s. *Palaga* arrived here yesterday with 1,600 tons of case oil. The agents are Messrs. McBain & Co.

## THE FRENCH MAIL.

The Messageries Maritimes s.s. *Yarra* arrived from Yokohama via Shanghai yesterday. She has a large number of passengers. Fine weather was experienced.

## SPECIAL PERMISSION.

The s.s. *Mongul* arrived from New York via Manila yesterday. Amongst her cargo, under the heading of explosives, was ten cases of sulphuric acid. Special permission was given by the harbour authorities to enter the port, and haul down her red danger flag. The agents of the vessel are Messrs. Dodwell & Co.

## NAVAL.

The German gun-boat *Luchs*, and the Chinese gun-boat *Kwong I Kam*, both from Canton, are in port.

## SHIPPING.

Shipping, judging by the number of arrivals, has greatly improved within the past week or so.

## STEAMER MOVEMENTS.

The P. & O. steamer *Coromandel* left Singapore for this port on the 21st inst., at 3 p.m., with the outward English mails, and is due here on the 27th inst., at about 6 a.m.

The Imperial German mail steamer *Preussen*, carrying the German mails with dates from Berlin of the 2nd inst., left Colombo on the 20th inst., p.m., and may be expected here on the 2nd prox.

The M.M. steamer *Sydney*, with the next French mail, left Saigon on the 21st inst., at 3 p.m., instead of as previously notified.

The P.M. steamer *Korea*, with mails, &c., from San Francisco on the 2nd inst., via Honolulu, left Yokohama for this port on the 22nd inst., a.m., via Inland Sea, &c., and is due here on or about 3rd prox.

The "Glen" Line steamer *Glenlogan*, from London, &c., left Singapore on the 21st inst., and is due here on the 23rd inst.

The O.S.S. & C.M. steamer *Tydeus* left Victoria (B.C.) on the 21st inst., via Japan and Hongkong.

The J.O. Line steamer *Timahi* left Macassar for this port on the 20th inst., and may be expected here on the 23th inst.







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EACH THE

BEST IN ITS CLASS.

VERY MODERATE PRICES

FOR CASH OR ON

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ALSO

KIMBALL ORGANS.

Hongkong, 20th January, 1904. [3335]

SIENTING.

SURGEON DENT ST.  
No. 10, D'ARQUILL STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st March, 1903. [26]

RUINAET PERE &amp; FILS, REIMS

Established 1719.

CHAMPAGNE GROWERS AND SHIPPERS.

Ship only the Finest Quality

Extra Dry (Green Seal)

LAUTS, WEGENER &amp; CO.,

Sole Agents.

Hongkong, 18th May, 1903. [150]

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OF DENTISTRY.

DR. M. H. CHAUN,

27, DES VEXES ROAD CENTRAL HONGKONG.

From the University of Pennsylvania, U.S.A.

Hongkong, 10th March, 1903. [12490]

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### INSURANCES

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1902, £16,378,771.

I. AUTHORIZED CAPITAL... £3,000,000 0 0  
SUBSCRIBED CAPITAL... 2,750,000 0 0  
PAID-UP CAPITAL... 687,500 0 0  
II. FUND FUNDS... 2,867,215 14 10

The Undersigned AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES &amp; CO., Agents.

Hongkong, 18th June, 1903. [1888]

THE BOMBAY FIRE AND MARINE INSURANCE COMPANY, LIMITED.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to accept RISKS at Current Rates.

HOLLAND-CHINA TRADING CO., Hongkong, 26th November, 1903. [2160]

L'UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED.

The Undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at current rates.

SIEMSEN &amp; CO., Hongkong, 1st January, 1904. [1]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BRÜCKELMANN &amp; CO., Agents.

Hongkong, 21st April, 1897. [89]

PHENIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAFFRAK &amp; CO., Agents for the Phoenix Fire Office.

Hongkong, 17th August, 1887. [12]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.

INCORPORATED 1851.

Cash Security... £225,719

Total Losses Paid... £28,769,240

The Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

WM. MEYERINK &amp; CO., Hongkong, 18th May, 1903. [194]

NORTHERN ASSURANCE CO.

FIRE and LIFE.

ESTABLISHED 1836.

The Undersigned are prepared to accept First Class Foreign and Chinese RISKS against FIRE at Current Rates.

Also to accept proposals for LIFE ASSURANCE. Prospectuses on application.

TURNER &amp; CO., Agents.

Hongkong, 23rd September, 1903. [267]

THE CHINA AND JAPAN

TELEPHONE AND ELECTRIC

COMPANY, LIMITED.

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OPEN DAY AND NIGHT.

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EXCHANGE LINES,

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ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.

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Manager.

Note Address:—No. 2, Ice House Road.

Hongkong, 18th January, 1897. [428]

### HONGKONG AND WHAMPOA DOCK CO., LD.

ANNUAL MEETING.

The ordinary yearly meeting of the above Company was held yesterday in the Company's offices, Queen's Buildings. Hon. Sir Paul Chater, G.M.G. (chairman), presided, and there were also present Mr. N. A. Sids, Hon. C. W. Dickson, Messrs. E. Goetz, A. Haupt, J. H. Lewis, E. S. Whonler, D. E. Brown, J. S. Van Buren, and E. W. Tilden (Directors), W. B. Dixon, T. I. Rose (Secretary), A. V. Apcar, G. M. Bain, P. Brewitt, Hart Brock, H. F. Carmichael, Chow Hing Ki, Chan Siu Ki, W. E. Clarke, H. M. S. H. Esmail, E. Goetz, David Haskell, E. A. Hewett, Ho Fook, Ho Kom Tong, Ho Tung, H. Humphreys, W. C. Jack, E. S. Joseph, J. J. Leiria, Lo Chong Shin, Donald Macdonald, A. W. Marshall, J. L. Michael, S. J. Michael, R. Mitchell, E. J. Moses, W. Parlane, T. H. Reid, A. Rodger, H. Schubart, T. Skinner, E. A. Snewin, and Wong Tso.

The Secretary having read the notice calling the meeting,

The CHAIRMAN said:—Gentlemen,—The report and statement of accounts having been in your hands for some time, I propose, with your sanction, to follow the usual course and take them as read. At the last half-yearly meeting I was in a position to congratulate you on the result of the working, which compared favourably with those of the two previous half-years. It is with great pleasure, gentlemen, I find myself able to announce a continuance of this prosperity, and to lay before you figures which show a still further and substantial advance.

The net profit for the six months ended 31st December, 1903, amounted to \$514,396.34, to which has to be added the sum of \$314,293.70 brought forward from last account, and after deducting directors' and auditors' fees, there remains for appropriation \$817,940.04, as compared with \$682,395.13 in the previous half-year. Subject to your concurrence, the Board propose to deal with the balance as follows: To pay a dividend for the half-year of 12 per cent. and a bonus of 2 per cent. to shareholders, absorbing \$350,000, to write \$42,599.35 from the value of Hongkong Docks, and to carry forward to new account the balance of \$425,340.69. I trust, gentlemen, these recommendations will meet with your approval. Considering the state of trade generally, I think this result may fairly be regarded as satisfactory. The tonnage of merchant vessels actually docked during the half-year shows a decline of some 10 per cent. compared with the previous six months, as will be noted from the following figures:—412,658 tons against 462,648 tons. The tonnage of British warships docked was 44,179 tons, against 49,042 tons, and foreign warships, 19,111 tons against 40,499 tons. The decline in the number of foreign man-of-war docked was no doubt due in great measure to the unsettled relations existing between Russia and Japan. As a set-off against the reduced docking tonnage figures, the occupation of No. 1 Dock by H.M.S. *Amphitrite* for 39 days and that of the No. 2 Dock by the steamer *Pembroke* for eight weeks, may be noted. The difficulties experienced in fulfilling our docking arrangements for the larger ships alluded to at previous meetings still continue, as evidence of which fact I may mention that during the docking of the *Amphitrite*, three large vessels had to be refused, viz., the merchant steamers *Siberia* and *Trenton*, and the French cruiser *Chateaufort*, thus emphasizing the urgent need of further Dock accommodation. Whilst on this subject, I should remark that the question of lengthening the No. 1 Dock to which I referred on the last occasion we met, has been found unnecessary owing to the fact, since discovered, that the propeller shafts of the *Siberia* and *Korea* can be drawn in-board, and these vessels consequently be accommodated. Considerable improvements and additions to our plant and machinery have been carried out during the interval, including the bedding in concrete and galling up of the machines and providing flooring for the vast area of the fitting shop, together with similar work to the new bassett's shop and the adjoining engine works and tool stores. Extensions to the foundry and joiners' shop have been found necessary in order to cope with the increasing work in those departments. Additions to the working plant in the shipyard have also been made to allow for the increased size of plating both for new work and for repairs, and further additions in this branch are in contemplation. The plate-bending rolls now being erected are electrically driven and will be capable of dealing with the largest plates now in use. With reference to the electric power extension at Kowloon, referred to at the last meeting, the old engine-house has been re-roofed, and extensive flues laid to connect the boilers to the existing chimney. The condensing plant has been fixed, and spacious piping for same is being laid. The machine motors and columns for electric lighting throughout the Yard have been received and the engines and dynamos have been shipped and are due at an early date.

Other extensive and unexpected electrical work, chiefly to H. M. S. *Glory*, has interfered with the progress of the electrical work at Kowloon, but as the rest of that vessel—which has been carried out with despatch and will be completed within the date given—is now nearly finished, our electric installation will proceed rapidly. Turning to another branch of our business, that of shipbuilding, I stated at the last meeting that we had secured an order for the construction of a steamboat for the West River trade, and this was, as you are all aware, successfully launched the other day, and will be completed in advance of her due date. We have also entered into a contract to build a boat for the Yangtze trade, and more recently we have received an order from the Government of the Philippines for a survey steamer for the Goanetic Department, the latter deliverable in eight and a half months. Our manager at the Kowloon Docks, Mr. Wilson, has been granted 9 months' leave from March next, and Mr. R. Mitchell has been selected to act in his place. Mr. Mitchell will also, on taking over Mr. Wilson's duties, remove the drawing office to Kowloon, as it has been considered advisable to make a trial of this change. Prospects for the current half-year are, I am glad to say, of a satisfactory character. Before proposing the adoption of the Report and Accounts, I shall be pleased to answer any questions or give any further information within my power. (Applause).

There being no questions, The CHAIRMAN formally made the motion.

Mr. HENRY HUMPHREYS—Mr. Chairman and gentlemen,—I have seconded the adoption of the report and statement of accounts of this Company so often that I am beginning to regard myself as one of the permanent institutions of the Dock Company. (Laughter.) My father did it before me, so I suppose it runs in the family. There are times, gentlemen, when dividends are scarce and bonuses are conspicuously their absence, that the seconding of the address of the chairman is a proceeding of no little personal risk, but I think there is no fear on this occasion. We have had a good half-year and next half-year will probably be better still. I congratulate the Board of Directors on the improvement in the Company's affairs, and I think the thanks of the shareholders are due especially to Sir Paul Chater for the good work done on the sub-committee and for his consenting to act as chairman for another term. (Applause.) I was glad to hear from his remarks just now that the drawing office is to be shifted to Kowloon. I have no practical knowledge of the working of the Dock Company myself, but I have been informed by those who ought to know, and they tell me that this is the only dock company in the world where the drawing office is in one place and the works in another. It seems to me essential that the people responsible for making the designs should be on the spot to see that their designs are properly carried out. With these few remarks I have much pleasure in seconding the adoption of the report and accounts.

The motion was agreed to.

On the motion of Mr. J. R. MICHAEL, seconded by Mr. HASKELL, the appointment of Messrs. Wheeler, Haupt, and Tilden as directors was confirmed.

On the motion of Mr. Hewett seconded by Mr. LEIRIA, Messrs. D. E. Brown and Haupt were re-elected directors.

On the motion of Mr. Ho Fook seconded by Mr. CARMICHAEL, Messrs. T. Arnold and H. U. Jeffries were re-elected auditors.

This was all the business.

Mr. HART BUCK—Mr. Chairman, before the meeting closes I think the shareholders would like to express their thanks to the general manager and the staff for the good work that they have done for the shareholders. (Applause.) Dividend warrants will be ready to-day (Tuesday).

Other extensive and unexpected electrical work, chiefly to H. M. S. *Glory*, has interfered with the progress of the electrical work at Kowloon, but as the rest of that vessel—which has been carried out with despatch and will be completed within the date given—is now nearly finished, our electric installation will proceed rapidly. Turning to another branch of our business, that of shipbuilding, I stated at the last meeting that we had secured an order for the construction of a steamboat for the West River trade, and this was, as you are all aware, successfully launched the other day, and will be completed in advance of her due date. We have also entered into a contract to build a boat for the Yangtze trade, and more recently we have received an order from the Government of the Philippines for a survey steamer for the Goanetic Department, the latter deliverable in eight and a half months. Our manager at the Kowloon Docks, Mr. Wilson, has been granted 9 months' leave from March next, and Mr. R. Mitchell has been selected to act in his place. Mr. Mitchell will also, on taking over Mr. Wilson's duties, remove the drawing office to Kowloon, as it has been considered advisable to make a trial of this change. Prospects for the current half-year are, I am glad to say, of a satisfactory character. Before proposing the adoption of the Report and Accounts, I shall be pleased to answer any questions or give any further information within my power. (Applause).

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JAPAN

COALS.

## MITSUI BUSSAN KAISHA MITSUI & CO.

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.  
LONDON BRANCH:—34, LIME STREET, E.C.  
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET

OTHER BRANCHES:







# OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD.

## JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,  
AND SUMATRA PORTS.

### OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL	"MENELAUS"	On 27th February.
GLASGOW AND LIVERPOOL	"RUIPES"	On 4th March.
GLASGOW AND LIVERPOOL	"MACHAON"	On 15th March.
GLASGOW AND LIVERPOOL	"TELEMACHUS"	On 12th March.

### HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON AND ANTWERP	"MOYUNE"	On 1st March.
LONDON AND ANTWERP	"GLAUCUS"	On 15th March.
* GENOA, MARSEILLES and LIVERPOOL	"AJAX"	On 20th March.
LONDON AND ANTWERP	"PAK LING"	On 29th March.

### TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	"AGAMEMNON"	On 24th February.

The s.s. "TYDEUS" left Victoria B.C., on the 21st inst., for Japan and Hongkong.  
The s.s. "PELEUS" left Victoria B.C., on the 30th ult., for this port via Japan.

For Freight, apply to—

**BUTTERFIELD & SWIRE,  
AGENTS.**

Hongkong, 20th February, 1904.

## CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"WHAMPOA"	On 24th Feb. 4 light
MANILA	"KANSU"	On 24th February.
SHANGHAI	"KANGSU"	On 25th February.
YOKOHAMA and KOBE	"SHANTUNG"	On 26th February.
TIENSIN	"CHIHILI"	On 1st March.

\* The attention of Passengers is directed to the superior accommodation offered by these  
steamers, which are fitted throughout with Electric Light, Unrivalled Table, A duly qualified  
Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.  
‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other  
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND  
AUSTRALIAN PORTS (See Special Advertisement).

For Freight or Passage, apply to—

**BUTTERFIELD & SWIRE,  
AGENTS.**

Hongkong, 20th February, 1904.

### NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY,  
LIMITED,  
AND  
CHINA MUTUAL STEAM NAVI-  
GATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"IDOMENEUS,"

are hereby notified that the Cargo is being  
discharged into Crates and landed at the  
Godowns of the Hongkong and Kowloon  
Wharf and Godown Co., Ltd., where in both  
cases it will lie at Consignees' risk. The Cargo  
will be ready for delivery from Crates or Godown  
on and after the 19th inst.

Optional Cargo will be landed, unless notice  
has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to  
be left in the Godowns, where they will be  
examined at 11 A.M., on the 24th inst.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 24th inst. will be  
subject to rent.

All Claims against the Steamer must be pre-  
sented to the Undersigned on or before the  
27th inst., or they will not be recognized.

No Fire Insurance has been effected.

**BUTTERFIELD & SWIRE,  
Agents.**

Hongkong, 17th February, 1904.

FROM HAMBURG, PENANG AND  
SINGAPORE.

### THE H.A.L. Steamship

"SAMBIA,"

Captain Luning, having arrived from the  
above ports, Consignees of Cargo are hereby  
requested to send in their Bills of Lading for  
counter-signature by the Undersigned and to  
take immediate delivery of their Goods from  
alongside.

Optional Cargo will be forwarded unless  
notice to the contrary be given before To-day.

Any Cargo impeding her discharge will be  
landed into the Godowns of the Hongkong and  
Kowloon Wharf and Godown Co., Limited,  
whence delivery may be obtained.

No claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 27th inst. will be subject  
to rent.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 27th inst., at 3 P.M.

No Fire Insurance has been effected.

**HAMBURG-AMERIKA LINIE,  
Hongkong Office.**

Hongkong, 20th February, 1904.

### AUSTRIAN LLOYD'S STEAM NAVI- GATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA, KOBE AND  
SHANGHAI.

THE Company's Steamship

"GISELA,"

having arrived, Consignees of Cargo are hereby  
informed that their Goods are being landed at  
their risk, into the Godowns of the Hongkong  
and Kowloon Wharf and Godown Co., Limited,  
whence delivery may be obtained.

No claims will be admitted after the Goods  
have left the Godowns, and all Claims must be  
sent in to the Office of the undersigned before  
Noon, on the 27th February, or they will not  
be recognized.

No Fire Insurance has been effected, and any  
Goods remaining in the Godowns after the 27th  
February will be subject to rent.

Bills of Lading will be countersigned by  
**SANDER, WIEBER & CO.,  
Agents.**

Hongkong, 21st February, 1904.

### NORDEUTSCHER LLOYD, BREMEN IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"ROON,"

OF THE NORDEUTSCHER LLOYD,  
having arrived, Consignees of Cargo are hereby  
informed that their Goods, with the exception  
of Opium, Treasure and Valuables, are being  
landed and stored at their risk into the Godowns  
of the Hongkong and Kowloon Wharf and  
Godown Company, Limited, Kowloon, whence  
delivery may be obtained.

Optional Cargo will be forwarded unless  
notice to the contrary be given before 1 P.M.,  
To-day, the 18th inst.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 24th February, will be  
subject to rent.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on Wednesday, the 24th February, at  
9.30 A.M.

All Claims must reach us before the 29th  
February, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the  
undersigned.

**NORDEUTSCHER LLOYD,  
MELCHERS & CO.,  
Agents.**

Hongkong, 18th February, 1904.

### AUSTRIAN LLOYD'S STEAM NAVI- GATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FUME, PORT SAID,  
ADEN, COLOMBO, PENANG AND  
SINGAPORE.

THE Company's Steamship

"SILESIA,"

having arrived, Consignees of Cargo are hereby  
informed that their Goods are being landed at  
their risk, into the Godowns of the Hongkong  
and Kowloon Wharf and Godown Co., Limited,  
whence delivery may be obtained.

This Vessel brings Cargo—  
From Levant ex s.s. *Amphitrite*, tranship-  
ped at Port Said.  
From Venice ex s.s. *Venus*, transhipped at  
Trieste.

From Zanzibar ex s.s. *Kleopatra*, tranship-  
ped at Aden.

Optional Cargo will be discharged here unless  
notice to the contrary be given immediately.

No Claims will be admitted after the Goods  
have left the Godowns, and all Claims must be  
sent in to the Office of the undersigned before  
Noon, on the 27th of February, or they will  
not be recognized.

No Fire Insurance has been effected, and any  
Goods remaining in the Godowns after the 27th  
of February will be subject to rent.

**SANDER, WIEBER & CO.,  
Agents.**

Hongkong, 21st February, 1904.

## SAVARESSE'S SANDAL CAPSULES

Not made of Gelsolin, most efficacious, because  
absolutely pure English Oil.  
Full directions. All Chemists.  
Insist on Savarasse's.

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THE  
DIRECTORY AND CHRONICLE  
FOR  
CHINA, JAPAN, COREA, INDO-CHINA,  
SIAM, STRAITS SETTLEMENTS,  
MALAY STATES, NETHER-  
LANDS INDIA, PHILIP-  
PINES, BORNEO, &c.,  
WITH WHICH ARE INCORPORATED  
THE CHINA DIRECTORY  
AND  
THE HONGKONG DIRECTORY  
AND HONG LIST FOR THE FAR EAST  
FOR  
1904.  
THE FORTY-SECOND ANNUAL ISSUE.

The DIRECTORY covers the whole of the  
ports and cities of the Far East, from Nether-  
lands India to Siberia, in which Europeans reside.  
Not only is the Directory as full and complete  
in each case as it can be made, but each Colony,  
Port, or Settlement is prefaced by a DESCRIPTION,  
carefully revised each year, most of  
which will serve as accurate GUIDES FOR THE  
TOURIST, giving every detail in connection with  
the places, their History, Topography, &c., &c.  
The Information in these Descriptions, con-  
sisting of a hundred interesting articles, packed  
with facts closely set out, and containing  
statistics of the TRADE of each Country and  
Port, would alone suffice to fill a large volume.  
The Directories and Descriptions are of

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Peking	Nanking	Swatow
Tientsin	Wuhu	Canton
Peitaiho	Kiangsi	Whampoa
Taku	Hankow	Kowloon
Newchwang	Yochow	Lappa
Daloy	Shansi	Samshui
Port Arthur	Iohang	Wuchowfu
Chefoo	Chungking	Kwangchowwan
Weihsaiwei	Hangchow	Pakhoi
Lingkungtan	Ningpo	Hoihow
Kinchow	Wenchow	Langchow
Shanghai	Santa	Mingze
Foochow	Foochow	Hokow
Chinkiang	Amoy	Semao

TO SAIL

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### States Extradition Treaty, 1896; Great Britain (Alliance) 1902

TREATIES WITH CORRA  
Japan, 1876; Japan Supplementary, 1873;  
United States, 1882; Great Britain, 1895;  
Trade Regulations  
TREATIES WITH SIAM  
Great Britain, 1896; France, 1893; Japan, 1893  
Russia, 1899.  
Great Britain and France, Siam Frontier.  
Great Britain and Russia, Railway Convention  
1899.  
Great Britain and Siam, 1899.

### CUSTOMS TARIFFS TRADE REGULATIONS

LEGAL DOCUMENTS

Orders in Council for Government of H.B.M.'s  
Subjects in China and Corea, 1895, 1877, 1878  
1881, 1884, 1884, 1886, 1886, Rules of  
H.M.B.'s Supreme and other Courts in  
China, &c.; Tables of Court and Consular  
Fees; Charter of the Colony of Hong-  
kong, Malay States Federation Agreement;  
Table of Hongkong Court Fees; Admiralty  
Rules, Foreign Jurisdiction Act; Regu-  
lations for the Consular Courts of United  
States; Rules of Court of Consuls of Shanghai  
Regulations for Foreign Companies in Japan  
Chinese Passenger Act; Hongkong Licences,  
Trade Marks, and Letters Patent Fees; Port  
Regulations for China; New Harbour Regu-  
lations for Japan, &c.

The CHRONICLE and DIRECTORY, al-  
though printed in smaller type than formerly,  
and condensed in every possible manner, con-  
tains every year more pages.  
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It was years ago universally pronounced to  
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EXTRA PALE LAGER IN CLEAR BOTTLES,  
OF UNIVERSAL POPULARITY.

ANHEUSER BUSCH BREWING

ASSOCIATION, ST. LOUIS.

LEADS IN OUTPUT AND  
QUALITY

THIS BEER IS BREWED OF BEST SAZER HOPS AND  
FINEST BARLEY MALT ONLY, AND WARRANTED NOT  
TO CONTAIN CHEMICALS IN ANY FORM.

The Beer is sterilized after being bottled, and  
full mature age insures its fine condition in any  
climate. Beautifully bright, seductively sparkling,  
and perfectly pure.

**F. BLACKHEAD & CO.,**  
Sole Agents.

Hongkong, 25th July 1903.

### MARTIN'S APOLLO STEEL PILLS

A Laxative Remedy for all Irrregularities. Thousands of  
Ladies keep a box of Martin's Pills in the house as a sure  
and safe remedy for all the troubles of the system. It may be  
administered to those who have been long confined to bed, or  
to those who are suffering from the most severe cases of  
constipation. It is a purely vegetable preparation, and is  
entirely free from any harmful effects. It is sold in  
boxes of 10 and 20 pills each. Price 7/6 per box.  
Solely by the Proprietor, MARTIN, CHESTER, ENGLAND.

FOR EUROPE AND AMERICA,  
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### HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, dispatch-boat, 1,700 tons, 10 guns,  
3,000 h.p., Comdr. O. De Broek, Hongkong  
Albion, battleship, 12,950 tons, 16 guns, Capt.  
Fromante, Mirs Bay  
Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p.,  
Comdr. Rowland Nugent, Singapore  
Amphitrite, 1st class cruiser, 11,000 tons, 18,000  
h.p., Capt. Charles Windham, C.V.O.,  
Wellington  
Blenheim, 1st class cruiser, 9,000 tons, 12 guns,  
21,411 h.p., Capt. F. G. Stopford, at  
Singapore  
Bramble, gunboat, 710 tons, 6 guns, 1,300 h.p.,  
Lieut.-Comdr. C. O. M. Makins, Hongkong  
Britomart, gunboat, 710 tons, 6 guns, 1,300 h.p.,  
Lieut.-Comdr. Thos. D. Pratt, Yangtze  
Centurion, battleship,



